Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-5. (Cancelled)

Claim 6. (New) A method for operating a motor vehicle having an internal combustion engine, an automatic start/stop device for the internal combustion engine, a controllable brake device by means of which a braking torque can be applied to the motor vehicle, and a brake pedal which can be activated by a vehicle driver; wherein the brake device is actuated by a control device in an automatic stop phase of the internal combustion engine as a function of a degree of activation of the brake pedal, and the control device can increase the braking torque independently of the degree of activation of the brake pedal; said method comprising:

the control device determining a threshold value as a function of at least one of state variables and operating variables of the motor vehicle, before the brake device is actuated;

at the start of and during an automatic stop phase of the internal combustion engine, the control device checking whether a currently acting braking torque is smaller than the threshold value; and

when there is a positive result of the check, the control device increasing the brake torque to a value which is greater than or equal to the threshold value.

Claim 7.   (New)   The method as claimed in Claim 6, wherein the control device determines the threshold value as a function of environmental variables before the brake device is actuated.

Claim 8.   (New)   The method as claimed in Claim 6, wherein the control device:

determines a specific braking torque (M_{Brake_stop}) which is necessary to stop the motor vehicle; and

sets the aforesaid threshold value to a value which is greater than or equal to the specific braking torque (M_{Brake_stop}).

Claim 9.   (New)   The method as claimed in Claim 7, wherein the control device:

determines a specific braking torque (M_{Brake_stop}) which is necessary to stop the motor vehicle; and

sets the aforesaid threshold value to a value which is greater than or equal to the specific braking torque (M_{Brake_stop}).

Claim 10.   (New)   The method as claimed in Claim 6, wherein:

during the stop phase the control device monitors whether the motor vehicle is moving; and

in case of a movement, the control device actuates the brake device in such a way that the braking torque is increased.

Claim 11.   (New)   The method as claimed in Claim 7, wherein:

during the stop phase the control device monitors whether the motor vehicle is moving; and

in case of a movement, the control device actuates the brake device in such a way that the braking torque is increased.

Claim 12. (New) The method as claimed in Claim 8, wherein:

during the stop phase the control device monitors whether the motor vehicle is moving; and

in case of a movement, the control device actuates the brake device in such a way that the braking torque is increased.

Claim 13. (New) The method as claimed in Claim 6, wherein the control device increases the braking torque before the internal combustion engine starts.

Claim 14. (New) The method as claimed in Claim 7, wherein the control device increases the braking torque before the internal combustion engine starts.

Claim 15. (New) The method as claimed in Claim 8, wherein the control device increases the braking torque before the internal combustion engine starts.

Claim 16. (New) The method as claimed in Claim 9, wherein the control device increases the braking torque before the internal combustion engine starts.